2005 Annual Report

Livable Region Strategic Plan

Greater Vancouver Regional District

Regional Development
Policy & Planning Department

2005 Annual Report – Livable Region Strategic Plan

The *Local Government Act* (Section 869 (1) (b) Part 25, Regional Growth Strategies) requires regional districts to prepare an annual report on progress in achieving regional growth strategy objectives. The Livable Region Strategic Plan (LRSP) is the GVRD's regional growth strategy and was accepted by all member municipalities in 1996.

The LRSP contains four fundamental strategies and related supporting policies:

- Protect the Green Zone
- Build Complete Communities
- Achieve a Compact Metropolitan Region
- Increase Transportation Choice

In 1999, the GVRD Board approved a set of monitoring indicators to assist in the charting of progress in achieving the LRSP objectives. Each of the indicators is linked to a specific strategy and policy contained in the LRSP and these are compiled in Appendix A. The key findings are described below.

Protect the Green Zone

There are seven indicators related to the Green Zone and these help chart changes in the amount of land, the value of agricultural production, the development of a regional greenway network, and the ecological integrity of the natural areas.

- In 2005, the Agricultural Land Commission permitted 21.8 hectares to be excluded from the Agricultural Land Reserve. The ALC estimates that within the GVRD, there are 53,700 hectares in the ALR;
- Farm gate sales figures are collected as part of a 5-yearly census. Latest available figures show approximately $700 million in sales in 2000, an increase of over 40 per cent compared to the 1995 figure;
- It is estimated that 762 kilometres of greenway exist or have been identified for development in the near future. A plan is being developed for a greenway connecting the Lower Seymour Conservation Reserve with Burrard Inlet;
- Projects in progress related to the Green Zone in 2005 included: (a) creating a parcel-based map to assist in protection of the Green Zone; and (b) a Biodiversity Conservation Strategy to help preserve the ecological values of the Green Zone.

Build Complete Communities

There are six indicators related to building complete communities and they focus on measurement of progress in expanding housing choice (type and affordability), promoting a better balance in jobs and labour force, and building a network of centres.

- The average prices for ownership and rental housing continued to rise in Greater Vancouver. Rental vacancy rates rose to 2.7 per cent in 2005 compared to 1.4 per cent in 2004.

- The latest available census data (1996-2001) show a slight increase in the number of workers working within their own subregion in all subregions except for Vancouver/UEL and Maple Ridge/Pitt Meadows.

Achieve a Compact Metropolitan Region

There are six indicators related to compact region objectives, measuring proportion of population growth and employment occurring in the Growth Concentration Area, and peak hour traffic volumes across the boundary with the Fraser Valley Regional District.

- The total population of Greater Vancouver on July 1, 2005 was 2,155,880, an increase of 23,080 from the previous year, following similar growth patterns of the previous few years.
- The proportion of population located in the Growth Concentration Area (GCA) reported in the last Census perion is 65 per cent. The LRSP policy target is 68.4 per cent by 2021;
- Burnaby/New Westminster, Richmond, and the North Shore added more jobs than resident labour force from 1996 to 2001(Data on number of jobs in the GCA has not been compiled);

Increase Transportation Choice

There are ten indicators that help measure progress in achieving transportation choice. They include indicators on the supply side and demand side such as kilometres of lanes in the regional road network, tracking vehicle kilometres traveled, median length of commuter trip, changes in the capacity of the transit system, and transit ridership.

- The number of lane kilometres in the major road network increased to 2,251 in 2005, an increase of 50 lane kilometres since 2003;
- The number of vehicles per household has remained fairly constant over the last several years at around 1.7 vehicles per household;
- The median commuter trip length declined slightly from 7.7 kilometres to 7.6 kilometres (1996- 2001 census data);
- Transit service capacity provided by GVTA increased in 2005 by over 198,000 service hours;
- Transit ridership showed a third straight year of substantial increases. In 2005, transit ridership increased by 2.6 per cent, an increase of over 4 million passenger trips.

Conclusion

The 2005 Annual Report on the Livable Region Strategic Plan shows continued progress in working toward most of the Plan objectives. For protection of the Green Zone, only a small amount of land was excluded from the Agricultural Land Reserve in 2005 (22 hectares), the system of regional greenways continues to be developed and significant progress was made toward a regional biodiversity strategy. On complete communities,

while the pattern of residential development supports the network of regional town centres, the location of offices in these locations continues to be a challenge. On compact region, the percentage population growth captured in the Growth Concentration Area is falling slightly below target. On increasing transportation choice, there has been a significant increase in transit ridership and advancement on rapid transit projects for the Richmond/Vancouver corridor.

APPENDIX A

Livable Region Strategic Plan: Monitoring Program Indicators

PROTECT THE GREEN ZONE

- **G1** Area of Green Zone
- **G2** Area of Agricultural Land Reserve
- **G3** Total value of farm-gate sales
- **G4** Number of new non-farm dwellings in the Green Zone
- **G5** Number of endangered or threatened species (provincial red list)
- **G6** Length of Regional Greenways completed
- **G7** Size of protected conservation areas

BUILD COMPLETE COMMUNITIES

- **B1** Number and proportion of new dwellings by structure type, within and outside the GCA
- **B2** Number and proportion of new dwellings in municipal and regional centres
- **B3** Benchmark price for housing for the region
- **B4** Proportion of office floor space in municipal and regional centres
- **B5** Proportion of labour force working in home subregion
- **B6** Proportion of rental housing in region's housing stock

ACHIEVE A COMPACT METROPOLITAN REGION

- **C1** Population growth and share of annual population growth, for the GCA and GVRD
- **C2** Number and proportion of ground-oriented housing inside and outside the GCA
- **C3** Non-residential building permit values, by sub-region
- **C4** Number of vehicles crossing the GVRD eastern boundary, in-bound
- **C5** Total employment and share of employment growth, for the GCA and GVRD
- **C6** Growth in regional sewerage trunk lines, for the GCA and GVRD

INCREASE TRANSPORTATION CHOICE

- **T1** Total number of vehicle kilometres driven
- **T2** Vehicle ownership per household
- **T3** Participation in regional ride-share program
- **T4** Lane-kilometres of major road network
- **T5** Kilometres of streets with sidewalks and kilometres of bike lanes
- **T6** Commuter trip length
- **T7** Total and per capita transit ridership
- **T8** Growth in total and per capita transit capacity
- **T9** Mode Split
- **T10** Proportion of children walking to school versus using other transportation modes

- Positive
- Negative
- Unchanged
- Undetermined
- n/a Not available

Livable Region Strategic Plan Strategy: PROTECT THE GREEN ZONE

Indicator	Relevant LRSP Objectives

G1 Area of Green Zone

Protect Green Zone areas from urban development and seek to add new areas to the Green Zone

The area of the GVRD Green Zone was calculated to total 205,520 hectares in 1998. Applications have been made to remove several smaller parcels of land from the Green Zone. No decision has yet been made on these applications.

Data Source: GVRD Regional Development
Indicator Update Frequency: 5-year

G2 Area of Agricultural Land Reserve

Protect Green Zone areas at risk from urban development, and minimize pressure on the Green Zone through management of urban areas

The Agricultural Land Commission permitted 22 ha to be excluded from the Agricultural Land Reserve in 2005. This is a higher amount than the 13 ha excluded the previous year. The Agricultural Land Commission estimates that the area of the GVRD ALR is approximately 53,700 ha.

Year	Inclusions	Exclusions (All in hectares)
2000	0	72
2001	0	4
2002	0	90
2003	2	75
2004	0	13
2005	0	22

Data Source: Agricultural Land Commission (provisional figures)
Indicator Update Frequency: Annual

G3 Total value of farm-gate sales

Enhance planning for agriculture as part of the region's economic base

Farm gate sales figures are collected as part of the 5-yearly Census of Agriculture carried out by Statistics Canada. The most recent statistics show $698,053,000 of sales in 2000. This grew by 40% from the 1995 figure of $498 million and represented 30% of the value of provincial agricultural output in 2001, produced on less than 2% of the province's agricultural land base.

Data Source: Statistics Canada. 2001 Census of Agriculture
Indicator Update Frequency: 5-Year

G4 Number of new non-farm dwelling units in the Green Zone

Minimize pressure on the Green Zone and protect the Green Zone from urban development

Data not collected to date.

G5 Number of endangered or threatened species (provincial 'Red List')

Enhance the viability of the region's ecology

This indicator may need to be revised to provide a better measure of change. For example, an increase in the number of species may reflect better monitoring of habitat rather than any change in the status of previously identified threatened species.

In the whole of British Columbia there were 223 endangered or threatened vertebrate animal species ('red and blue listed') identified in 2000. Of that total, as many as 56 are found in GVRD Parks. This provides some evidence of the importance of species habitat areas in parks.

Data Source: GVRD Parks
Indicator Update Frequency: under review

Livable Region Strategic Plan Strategy: PROTECT THE GREEN ZONE

Indicator	Relevant LRSP Objectives
G6 Length of Regional Greenways completed (recreational component)	**Develop a region-wide trail network, and an interconnected system of wetlands and upland habitat**

It is estimated that 762 kilometres of regional recreational greenway already exist or have been identified for development in the near future. Plans for a greenway roughly parallel to the Seymour River connecting the Lower Seymour Conservation Reserve with Burrard Inlet are being completed in partnership with the District of North Vancouver.

Data Source: GVRD Parks
Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
G7 Size of protected conservation areas (including environmental greenways)	**Protect the viability of the region's ecology**

There are no currently available accurate figures for this indicator. The Georgia Basin Ecosystem Initiative, with the participation of the GVRD, is developing a regional Biodiversity Strategy, which will identify a number of different aspects of the status of protected areas within the Region.

A 1999 study of GVRD Parks shows that 31% (over 9300 hectares) are wetlands. Since that time the GVRD has added Blaney Bog to the Park Reserve inventory which provides an additional 66 hectares of wetland. In 2004 GVRD Park acquisitions included two large sites for conservation purposes as part of the regional park system. Burns Bog (2,042 HA) and Codd Wetland (104.5 HA) were partnership acquisitions that will be designated as Ecological Conservancy Areas.

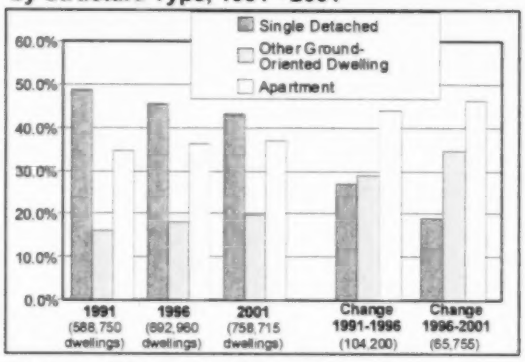
Data Source: GVRD Parks
Indicator Update Frequency: Under review

Livable Region Strategic Plan Strategy: BUILD COMPLETE COMMUNITIES

Indicator	Relevant LRSP Objectives
B1 Number and proportion of new dwellings by structure type.	**Seek a diversity of housing types across the region**

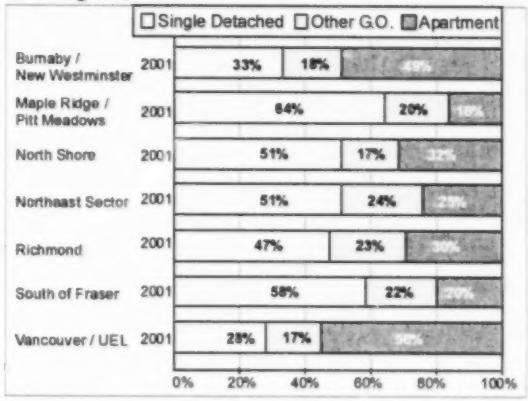
Census data shows that from 1991 to 2001, the diversity of housing types across the region has increased. Apartment dwellings as a proportion of all housing has increased from 34.9 per cent in 1991 to 37 per cent in 2001, while ground oriented dwellings (excluding single detached) have increased from 16.3 per cent in 1991 to 19.4 per cent in 2001. Vancouver, Burnaby, and New Westminster have a high proportion of apartment dwellings whereas the North Shore, Northeast Sector, South of Fraser and Maple Ridge/Pitt Meadows have higher proportions of single detached dwellings.

Number and Proportion of Dwellings in Region by Structure Type, 1991 - 2001



Data Source: Statistics Canada, 1991, 1996, 2001 Census
Indicator Update Frequency: 5-Year

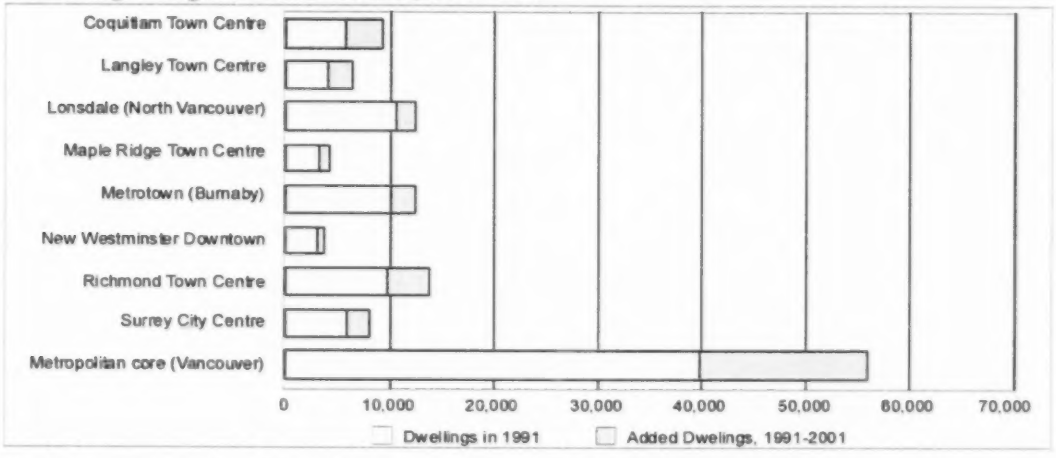
Proportion of Dwellings by Structure Type, by Subregion, 2001


Single Detached
Other G.O.
Apartment
Burnaby / New Westminster 2001 33% 18%
Maple Ridge / Pitt Meadows 2001 64% 20%
North Shore 2001 51% 17%
Northeast Sector 2001 51% 24%
Richmond 2001 47% 23%
South of Fraser 2001 58% 22%
Vancouver / UEL 2001 28% 17%
0% 20% 40% 60% 80% 100%

B2 Number of total and new dwellings in Metropolitan Core and Regional Town Centres	**Seek development of a network of high-quality, mixed-activity urban centres, and achieve urban centre densities that support planned transit services**

The graph below shows total and additional housing units built in the Metropolitan Core and the Regional Town Centres between 1991 and 2001. By 2001, 15.1 per cent of all housing in the region was located in these centres, up from 13.6 per cent in 1991.

Housing in Regional Town Centres, 1991 - 2001



Data Source: Statistics Canada, 1991 and 2001 Census

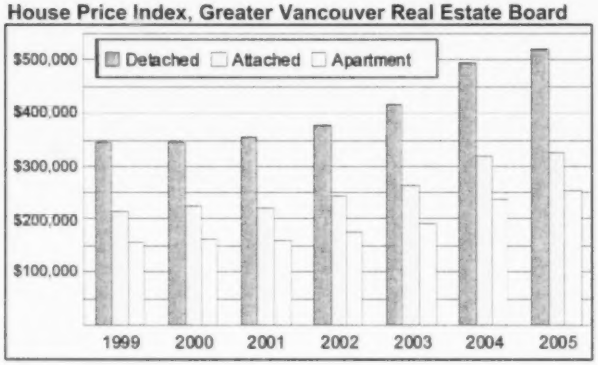
Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: BUILD COMPLETE COMMUNITIES

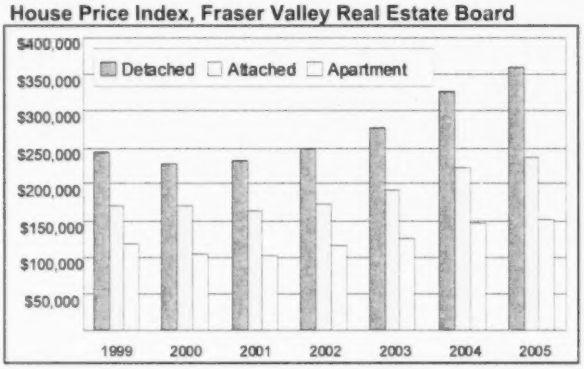
Indicator	Relevant LRSP Objectives
B3 Benchmark price for housing, by structure type, for the region	**Seek a diversity of housing types and costs in each part of the region**

The housing price index for different types of housing is shown here from 1999 to 2005.

House Price Index, Greater Vancouver Real Estate Board



House Price Index, Fraser Valley Real Estate Board

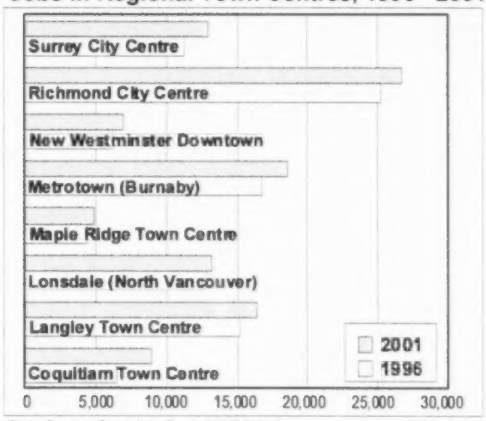


Data Source: Real Estate Board of Greater Vancouver MLS House Price Index, April of each year.
Data Source: Fraser Valley Real Estate Board MLS House Price Index
Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
B4 Proportion of office floor area in the Metropolitan Core and Regional Town Centres	**Seek development of a network of high-quality, mixed-activity urban centres that support a high level of public transit and a range of community services and cultural facilities**

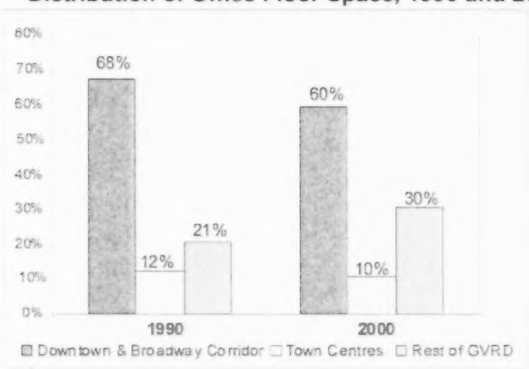
Changes in total office floor area between 1990 and 2000 indicate that while the Metropolitan Core (Downtown Vancouver and Broadway corridor) inventory of office space grew by over 6 million sq.ft. and the rest of the GVRD (excluding Regional Town Centres) grew by 7 million sq.ft., the Regional Town Centres grew by only 1 million sq. ft. All the Regional Town Centres experienced employment growth between 1996 and 2001.

Jobs in Regional Town Centres, 1996 - 2001



Data Source:Statistics Canada (5-Year)
Note: excludes "no fixed workplace" data

Distribution of Office Floor Space, 1990 and 2000



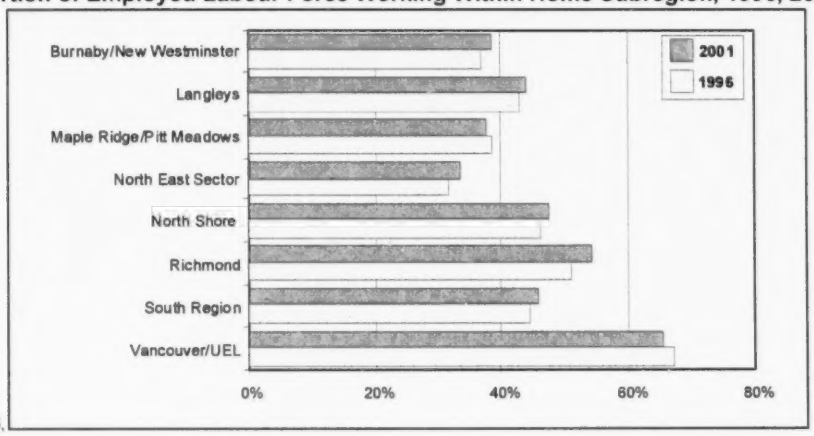
Data Source:Royal LePage "The GVRD Office Market Report 2001"
Indicator Update Frequency: under review

Livable Region Strategic Plan Strategy: BUILD COMPLETE COMMUNITIES

Indicator	Relevant LRSP Objectives
B5 Proportion of labour force working in home subregion	**Seek a better balance in jobs and labour force location throughout the region**

With the exception of Vancouver/UEL and Maple Ridge/Pitt Meadows, all subregions showed an increase in the number of workers working in their home subregion.

Proportion of Employed Labour Force Working Within Home Subregion, 1996, 2001

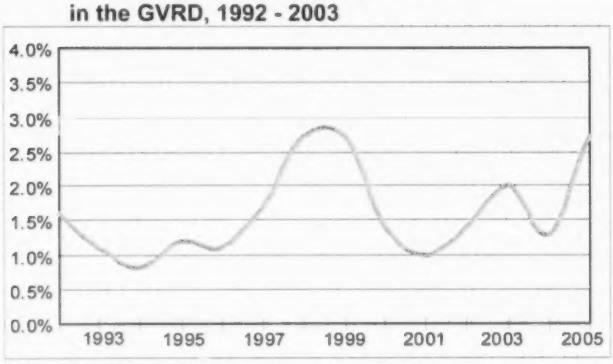


Data Source: Statistics Canada, 1996, 2001 Census
Indicator Update Frequency: 5-Year

Indicator	Relevant LRSP Objectives
B6 Proportion of rental housing in region's housing stock	**Seek a diversity of housing tenures in each part of the region**

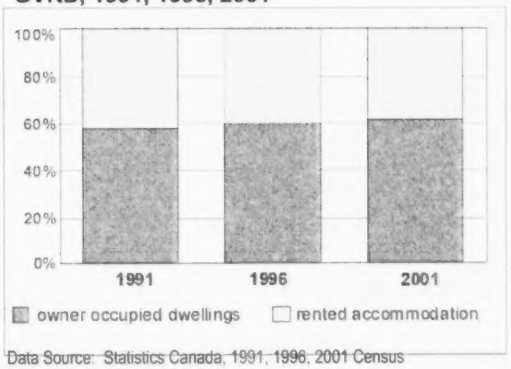
The proportion of rented accommodation in the GVRD has fallen slightly since 1991. Low interest rates have facilitated an increase in home ownership over the past five years, while a tight rental market has influenced the number of choices for rental households. Rental vacancy rates increased to 2.7 per cent in 2005.

Annual Apartment Vacancy Rates in the GVRD, 1992 - 2003



Data Source: Canada Mortgage and Housing Corporation
Indicator Update Frequency: Annual

Dwelling by Tenure, GVRD, 1991, 1996, 2001



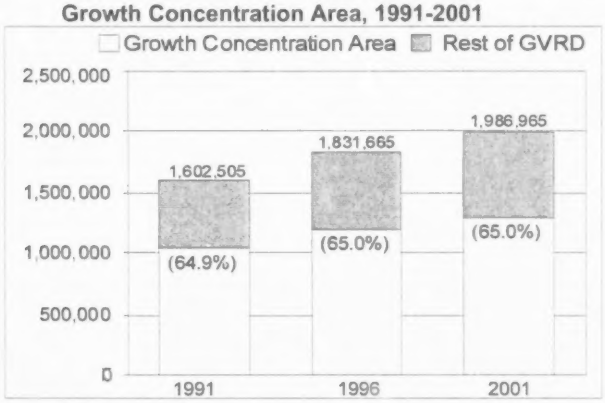
Data Source: Statistics Canada, 1991, 1996, 2001 Census
Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: ACHIEVE A COMPACT METROPOLITAN REGION

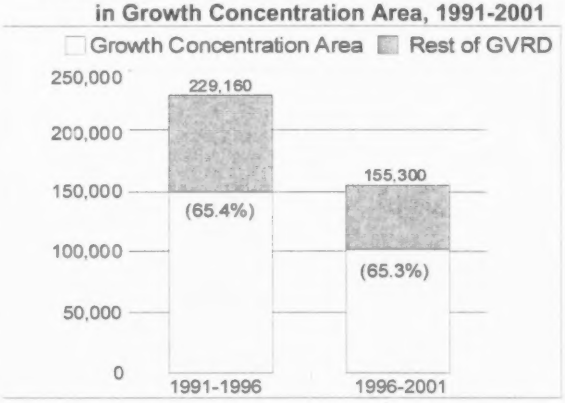
Indicator	Relevant LRSP Objectives
C1 Population growth and share of annual population growth, for the Growth Concentration Area and GVRD	**Seek to achieve population growth management targets for 2021**

Overall, population has risen from just over 1,600,000 in 1991 to 1,986,965 in 2001. Population growth rates in recent years have been significantly lower than in earlier periods of the 1990's. The proportion of the population located in the Growth Concentration Area (GCA) of the GVRD is 65 per cent. The GCA has accommodated 65 per cent of the region's population growth between 1991 and 2001. This share of population and population growth has been consistent for the past 10 years.

GVRD Population and Proportion in Growth Concentration Area, 1991-2001



Additional Residents in GVRD and Proportion in Growth Concentration Area, 1991-2001



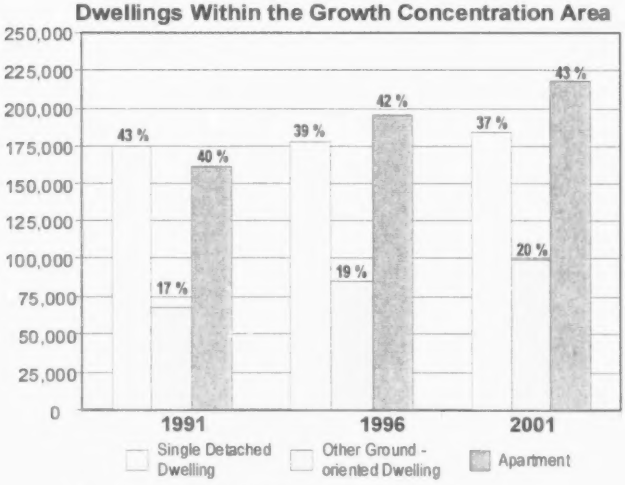
Data Source: Statistics Canada, 1991, 1996, 2001 Census

Indicator Update Frequency: 5-Year

Indicator	Relevant LRSP Objectives
C2 Number and proportion of ground-oriented housing inside and outside the Growth Concentration Area	**Seek further opportunities for ground-oriented housing, particularly in the GCA**

Between 1991 and 2001, 41,310 ground oriented dwellings were added to the Growth Concentration Area (GCA) (10,155 were single detached dwellings). Outside the GCA 53,615 ground oriented dwellings were constructed between 1991 and 2001 (33,370 were single detached dwellings). While single detached dwellings as a proportion of households in the GCA has decreased, other ground-oriented housing has increased, accounting for 20 per cent of dwellings in 2001, up from 17 per cent in 1991.

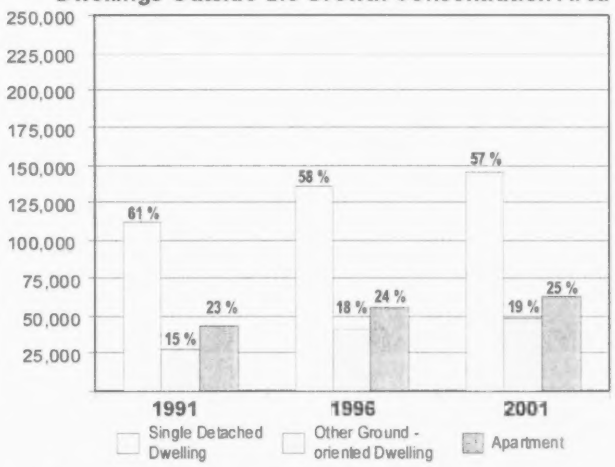
Dwellings Within the Growth Concentration Area



Data Source: Statistics Canada, 1996 and 2001 Census

Indicator Update Frequency: 5-Year

Dwellings Outside the Growth Concentration Area



Data Source:, Canada Mortgage and Housing Corporation

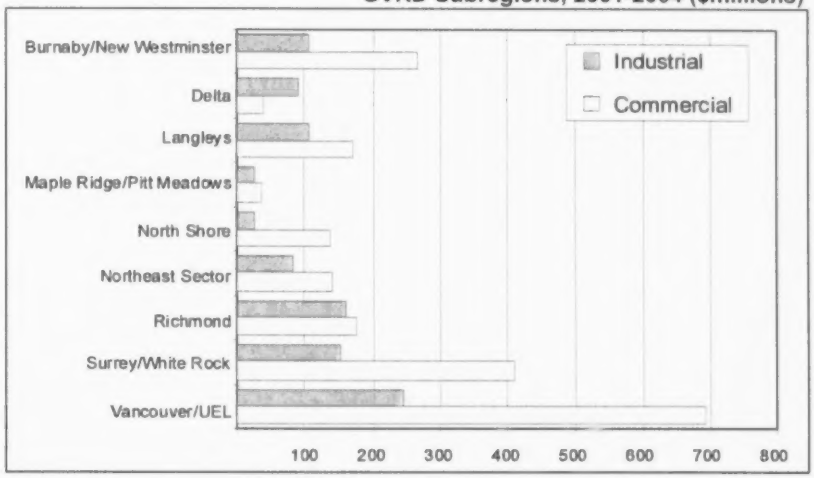
Indicator Update Frequency: Annual and 5-year

Livable Region Strategic Plan Strategy: ACHIEVE A COMPACT METROPOLITAN REGION

Indicator	Relevant LRSP Objectives
C3 Non-residential building permit values for the GVRD subregions	**Seek a distribution of business investment that supports LRSP objectives**

At present, it is not possible to quantify commercial and industrial development inside the Growth Concentration Area. The graph below shows commercial and industrial development by GVRD Subregions.

Building Permit Values, Commercial and Industrial Development, GVRD Subregions, 2001-2004 ($millions)



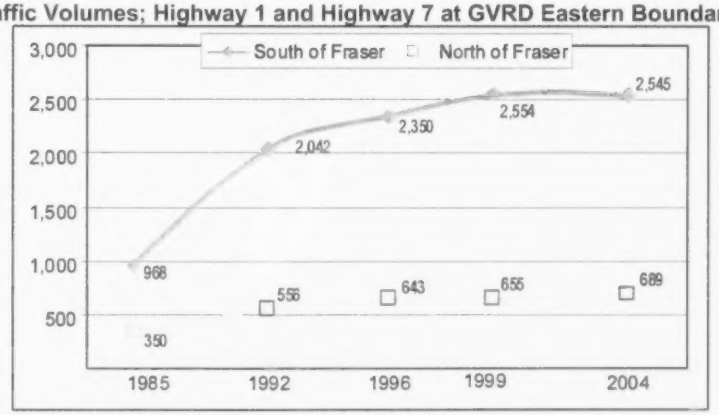
Data Source: GVRD

Indicator Update Frequency: 5 - year

Indicator	Relevant LRSP Objectives
C4 Number of vehicles crossing the GVRD eastern boundary, in-bound	**Seek travel levels across the GVRD eastern boundary that are consistent with development of complete communities in the Fraser Valley**

Statistics showing the numbers of vehicles crossing all the eastern boundary roads are not available, but the data for Highway 1 and Highway 7 represents around 69% of all traffic crossing the eastern boundary. The graph shows that traffic volumes during the morning peak have stayed the same since 1999 on Highway 1, while Highway 7 has shown some increase in traffic volumes over the past 5 years.

Morning Peak (7-8am) Traffic Volumes; Highway 1 and Highway 7 at GVRD Eastern Boundary



South of Fraser = Highway 1 east of 264th St.
North of Fraser = Highway 7 east of 280th St.

Data Source: Greater Vancouver Transportation Authority (GVTA)

Indicator Update Frequency: 5-Year

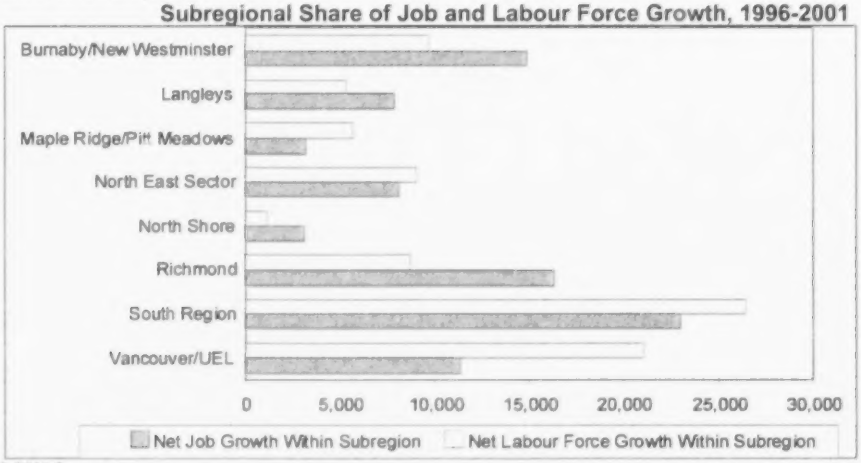
Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: ACHIEVE A COMPACT METROPOLITAN REGION

Indicator	Relevant LRSP Objectives
C5 Total employment and share of employment growth, by Subregion	**Seek to achieve employment growth management targets for 2006 and 2021**

Burnaby / New Westminster, Richmond and the North Shore added more jobs than labour force from 1996 to 2001. Vancouver / UEL added significantly more labour force than jobs in this period.

Subregional Share of Job and Labour Force Growth, 1996-2001



Data Source: Statistics Canada, 1996, 2001 Census

Indicator Update Frequency: 5 - year

Indicator	Relevant LRSP Objectives
C6 Growth in regional sewerage trunk lines, for the GCA and GVRD	**Implement the LRSP through delivery of GVRD services**

Information is available to cover this indicator, but it includes replacement of older sewers as well as new pipes. As an alternative indicator, adjustments to the sewer area boundaries are tracked. The legal sewerage area boundary has increased by 1249 ha since 1995. Nearly all of this expansion occurred in the Fraser Sewerage Area which is now roughly 65,230 ha. (about two thirds of all the area covered by the sewerage system in Greater Vancouver). This represents a 1.9 per cent growth in 5 years. Some sewerage area extensions in the Green Zone have been controlled by restrictions on site coverage and covenants.

Data Source: GVRD

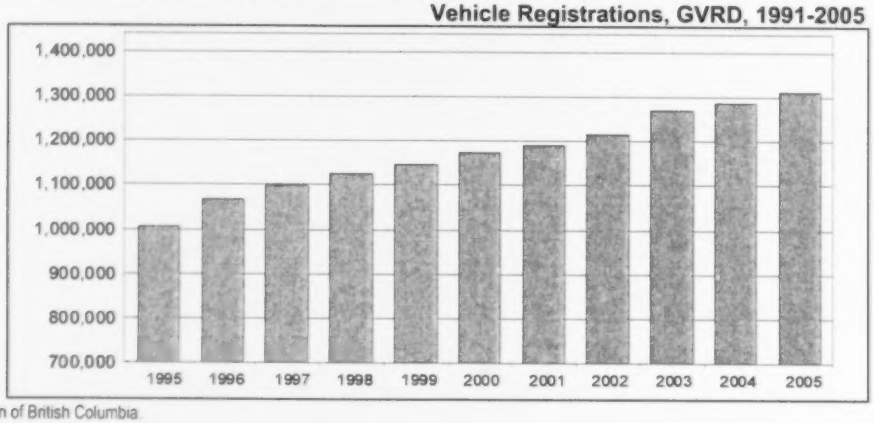
Indicator Update Frequency: 5 - year

Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE

Indicator	Relevant LRSP Objectives
T1 Total number of vehicle kilometres driven	**Increase transportation choices to reduce automobile-dependence**

The total number of vehicles registered in the Region is thought to give a good indication of the total kilometers driven. GVTA estimates the per capita daily vehicle kilometres travelled to be 23 kilometres.

Vehicle Registrations, GVRD, 1991-2005



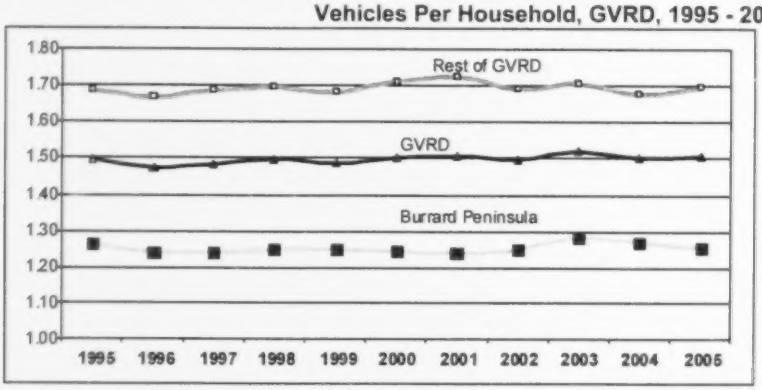
Data Source: Insurance Corporation of British Columbia

Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
T2 Vehicle ownership per household	**Increase transportation choices to reduce automobile-dependence**

Vehicle ownership per household has remained at almost the same level for the past ten years.

Vehicles Per Household, GVRD, 1995 - 2005



Data Source: BC Stats PEOPLE 28; Insurance Corporation of British Columbia (Pitt Meadows and Maple Ridge vehicle numbers 1995 derived from 1996 statistics)

Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
T3 Participation in regional ride-share program	**Pursue transportation demand management strategies**

As of 2006, the JB Ride-Share (Jack Bell Foundation) owned and operated over 120 vehicles (car/van pools), up significantly from 90 in 2002.

Data Source: Jack Bell Foundation

Indicator Update Frequency: Annual

Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE

Indicator	Relevant LRSP Objectives
T4 Lane-kilometres of major road network	**Manage road capacity to achieve LRSP objectives**

The regional road network is comprised of about 2,250 lane kilometres of roadways. This is up by approximately 50 km from 2003.

Year	Major Road Network	2 Year Change (All in kilometres)
2001	2,100	
2003	2,200	100
2005	2,251	51

Data Source: GVTA

Indicator Update Frequency: Bi-Annual

T5 Kilometres of streets with sidewalks and kilometres of bike lanes	**Seek enhancements to local streets to favour transit, bicycle and pedestrian uses**

TransLink data indicates that there are 2,430 kilometres of designated cycling routes in the region. This is an increase of 179 km from the 2004 figure of 2,251 kilometres. Translink recently revised the method of calculating route kilometres to capture total directional kilometres on both two-way and one-way cycling facilities.

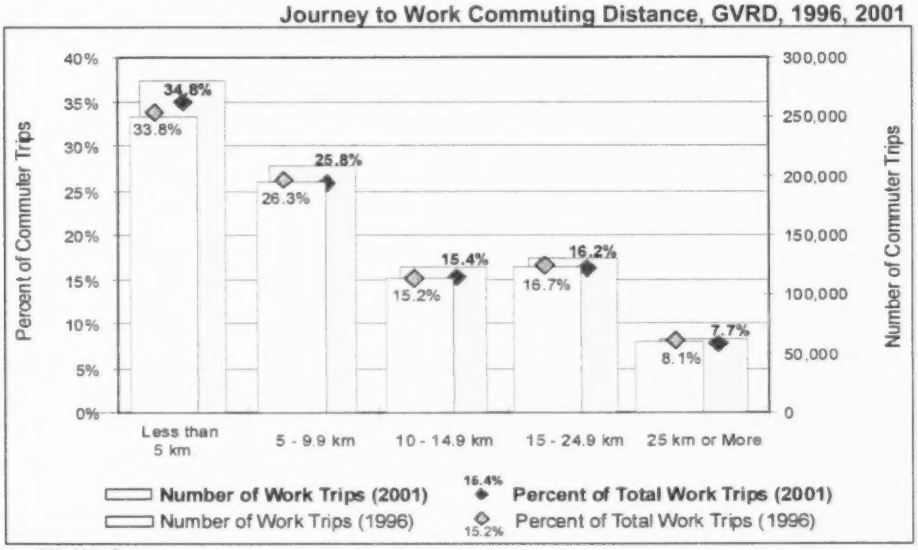
Data Source: GVTA

Indicator Update Frequency: Annual

T6 Commuter trip length	**Seek a better balance of jobs and labour force throughout the region**

Between 1996 and 2001, the median commuter trip length decreased slightly from 7.7 km to 7.6 km. The proportion of short trips increased while the proportion of long trips decreased.

Journey to Work Commuting Distance, GVRD, 1996, 2001



Data Source: Statistics Canada, 1996, 2001 Census

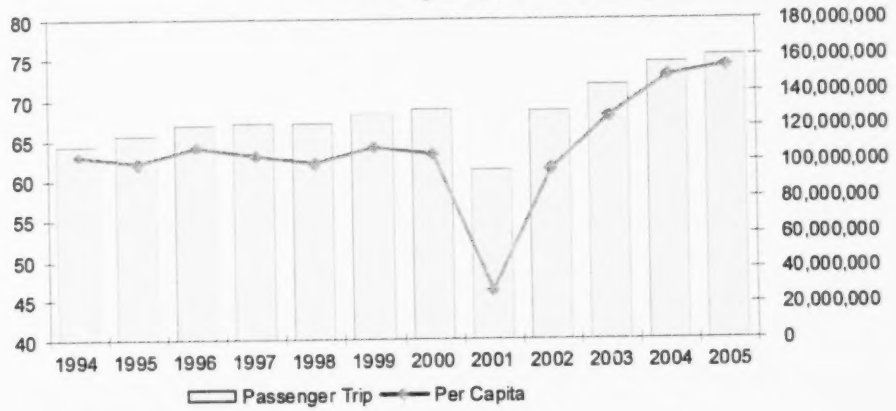
Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE

Indicator	Relevant LRSP Objectives
T7 Total and per capita transit ridership	**Plan and implement a transit-oriented transportation system**

Use of the transit system has risen sharply in the past two years. The total number of trips taken (paid journeys) has increased at a rate that surpasses the overall population increase in recent years. Low ridership figures for 2001 are due to a four month long labour dispute.

Total Transit Ridership (right hand scale) and Average Trips Per Person (left hand scale) 1994-2005



Note: 2001 Low passenger trip data due to labour dispute.

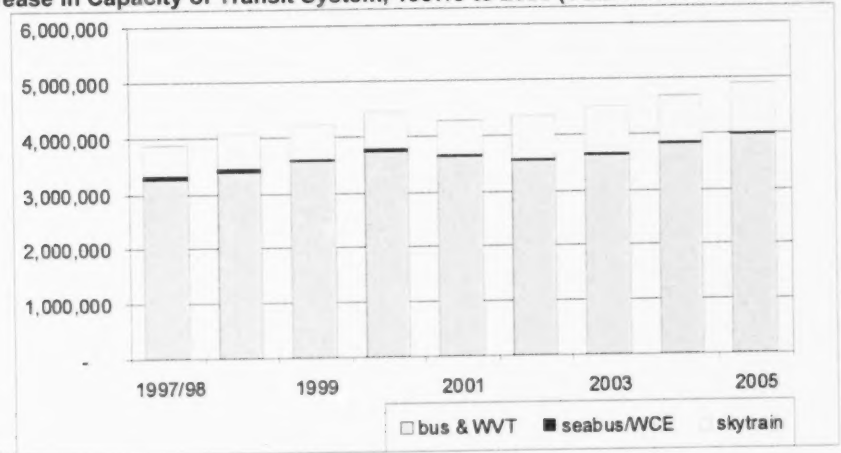
Data Source: BC Stats PEOPLE 28; GVTA

Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
T8 Growth in total and per capita transit capacity	**Plan and implement a transit-oriented transportation system**

Bus and SkyTrain capacity in 2005 increased for the third year in a row. In the past 3 years total annual service hours has increased by over 560,000 service hours.

Increase in Capacity of Transit System, 1997/8 to 2005 (Total Annual Service Hours)



Data Source: GVTA

Indicator Update Frequency: Annual

Note: SeaBus and Westcoast Express figures are included, but are too small to appear on this graph.

Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE

Indicator	Relevant LRSP Objectives
T9 Mode split	**Increase transportation choice and implement a transit-oriented transportation system**

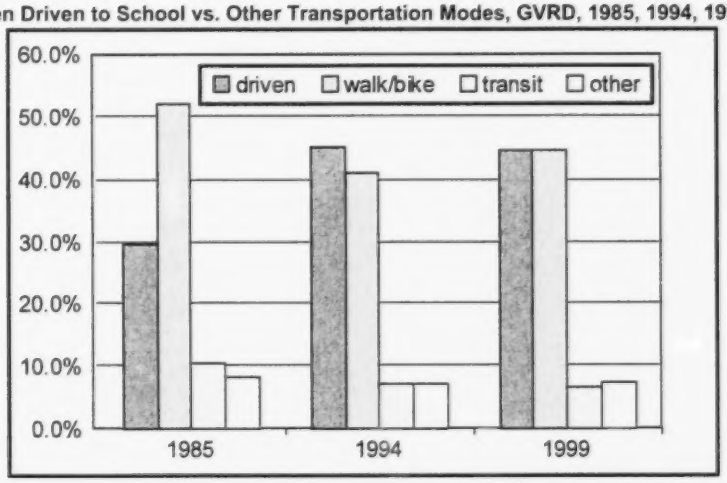
A Trip Diary Survey was conducted for GVTA in 2004. Results show an increase in transit trips "for all purposes" from 10.3 % in 1999 to 10.8 % in 2004. On average, walk trips represent 11.0 % of total regional trips and bike trips represent 1.7 % of total regional trips.

Source: GVTA, 2004 Trip diary
Indicator Update Frequency: 5-Year
Note: 2001 Census Data is not used because of the transit strike impact on data accuracy.

T10	**Proportion of children walking to school versus using other transportation modes**	**Provide a variety of local transit services and networks in support of complete communities**

Recent data is not available.

Proportion of Children Driven to School vs. Other Transportation Modes, GVRD, 1985, 1994, 1999



Data Source: GVTA
Indicator Update Frequency: 5-Year

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2005 Greater Vancouver Regional District

The Greater Vancouver Regional District includes the municipalities of Anmore, Belcarra, Bowen Island, Burnaby, Coquitlam, Delta, Langley City, Langley Township, Lions Bay, Maple Ridge, New Westminster, North Vancouver City, North Vancouver District, Pitt Meadows, Port Coquitlam, Port Moody, Richmond, Surrey, Vancouver, West Vancouver, White Rock, and Electoral Area A.